

Regional Solid Waste System: Preparing for the Future South & West Sides

Metro Council Work Session
October 15, 2019



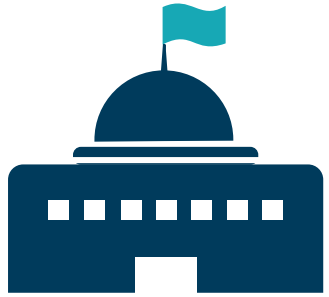
Preparing for the Future

The Council's Six Desired Outcomes and Regional Waste Plan serve as guides:

- The future is not entirely about garbage – but also about jobs, equitable access, health, environment, GHG reduction, improved recycling, resilience, and public services
- Metro serves as the regional planning and overseer of the regional solid waste system



Regional Priority Outcome Areas = RWP Vision & Goals



Public
Investment



Capital
Improvements



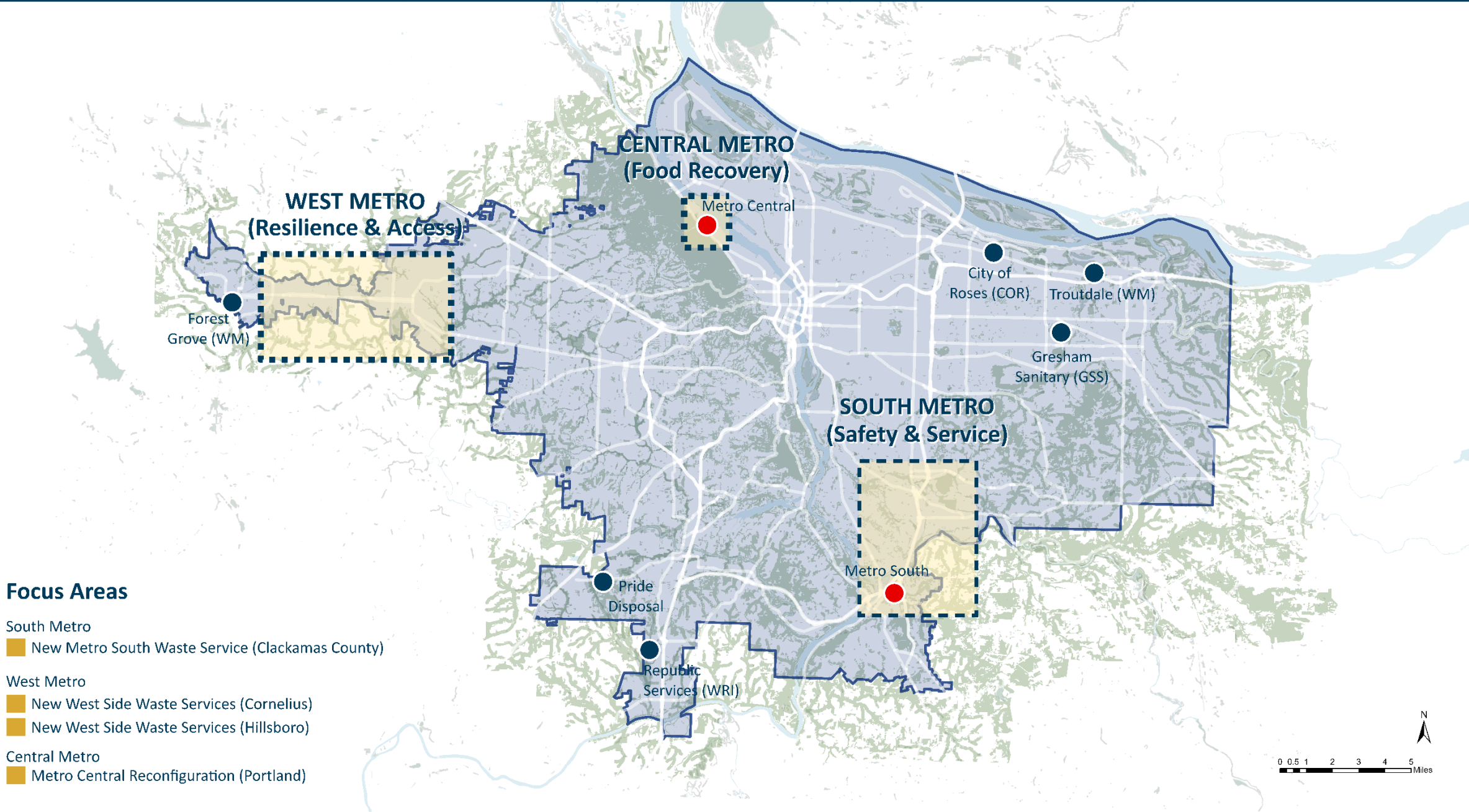
South Metro
Safety & service



West Metro
Resilience & access



Central Metro
Food Recovery – October 29th work session



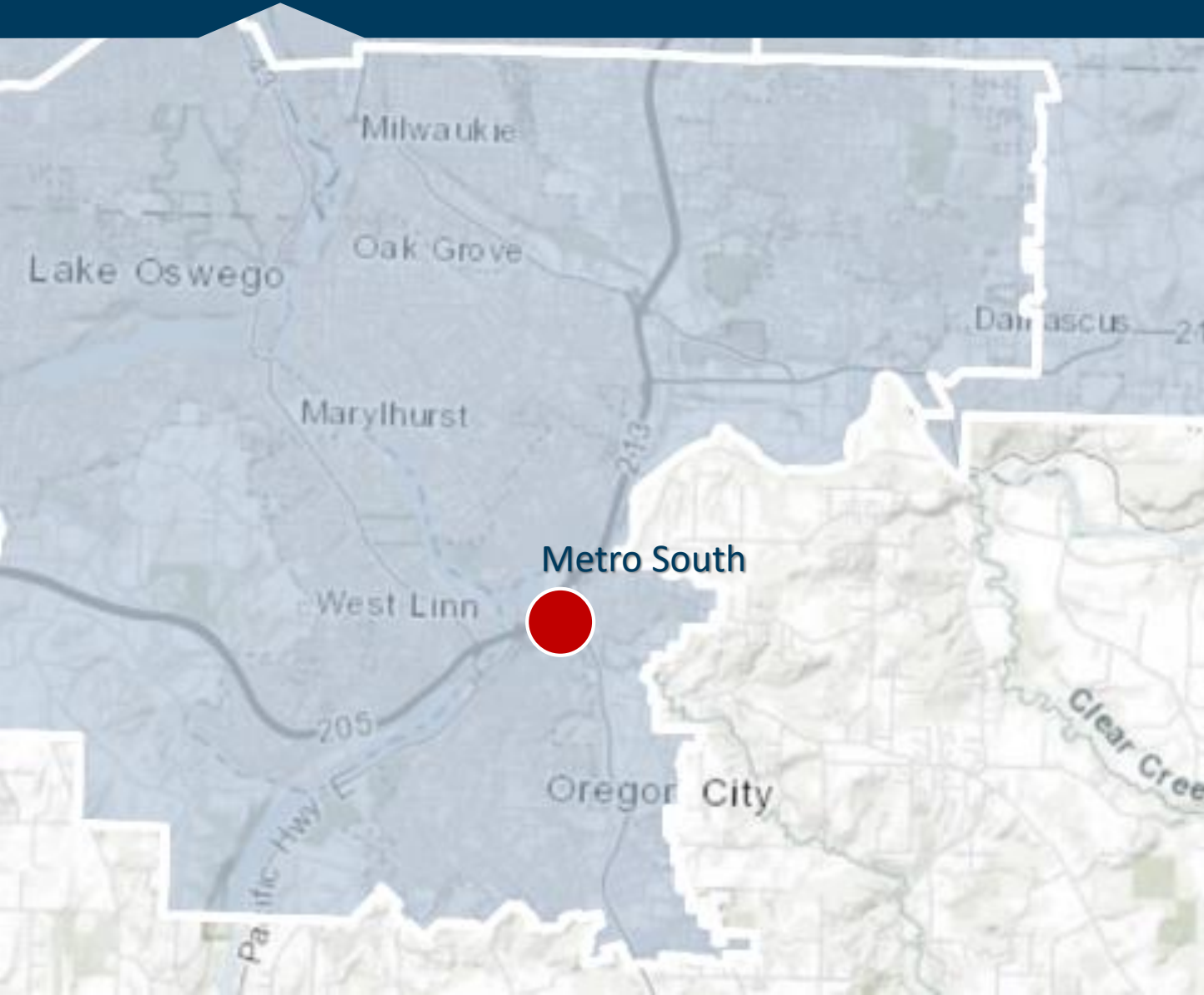
South Metro: Safety & Service



Current situation at MSS:

- 30 year old facility not meeting current needs.
- Mix of commercial, business and residential users.
- Nearly 300K customers and growing -- 3%+ growth.
- Requires large number of staff to control traffic and check loads
- Safety concerns; long wait times.
- Not enough space or capacity to add other needed services e.g. food processing, Styrofoam, recycling, etc.

South Metro: Safety & Service



Objectives/Outcomes:

- Improve customer/staff safety at MSS.
- Expand and improve public and commercial services.
- Expand recycling and recovery.
- Add food reload & pre-processing capacity.

South Metro: Safety & Service

Scenarios:

1. Move public self-haul to another location; reconfigure MSS for commercial and food reload and pre-processing
2. Move commercial services to another location; redevelop MSS for public services
3. Move all services to another location and build full service modern transfer station; repurpose MSS

South Metro: Safety & Service

Scenarios

Opportunities

Challenges

Move public self-haul

**Estimated cost \$80-\$120M*

- Least cost option
- Repurpose South for food/commercial
- New community services
- Better safety and improved access

- Difficult to find a suitable site
- Public familiar with current site
- Traffic impacts moving 200,000+ vehicle trips to a new spot

Move commercial services

**Estimated cost \$140-\$180M*

- Easier to relocate and site for 34,000 commercial trips
- Retains self-haul at “known” current location

- Highest cost option
- Reconfiguration of current MSS for public may be more difficult

Move both and repurpose current South

**Estimated cost \$100-\$130M*

- Modern facility can address all users
- Education services could benefit all users
- Load compaction optimized
- Co-locating more efficient for staffing, management, and operations

- Moving 300,000 vehicle trips to new location
- Large project to design, permit, and build
- Need a larger site than other options

**Preliminary cost estimates (low confidence)*

South Metro: Safety & Service

Staff recommended option (Scenario 1):

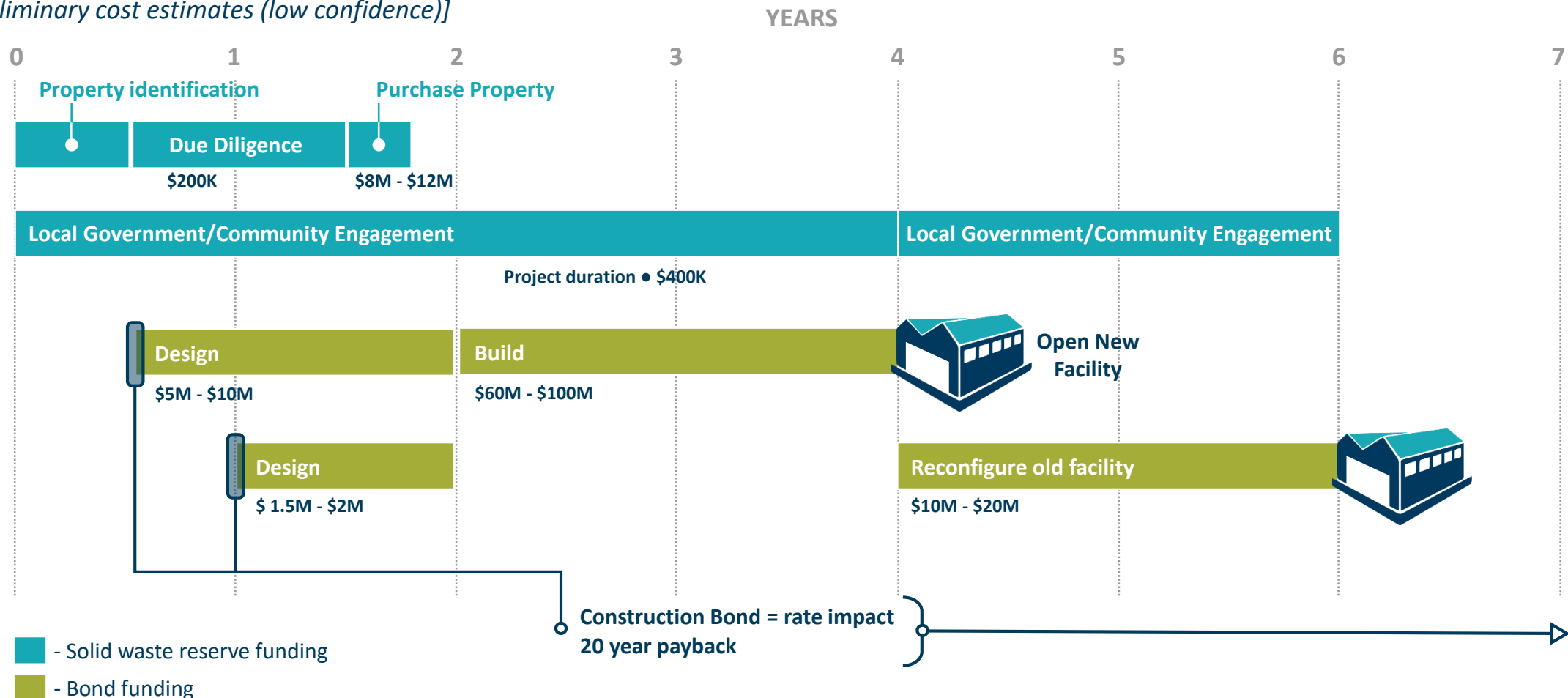
- **Stay flexible to pivot** if land acquisition opportunity (location, acreage, access, zoning) suits a different scenario
- **Move public self haul to another location; reconfigure MSS for commercial and food**
 - Relocate and improve self-haul, household hazardous waste, and recycling services; add community amenities and on-site education
 - Retrofit MSS to improve commercial hauler services and add commercial food waste reloading and processing

Secure project site by Summer 2020

South Metro: Safety & Service

Phasing of Staff Recommendation Option

[*Preliminary cost estimates (low confidence)]



South Metro: Safety & Service

Questions

1. Which scenario does Council prefer for the south side of the region?

Scenarios:

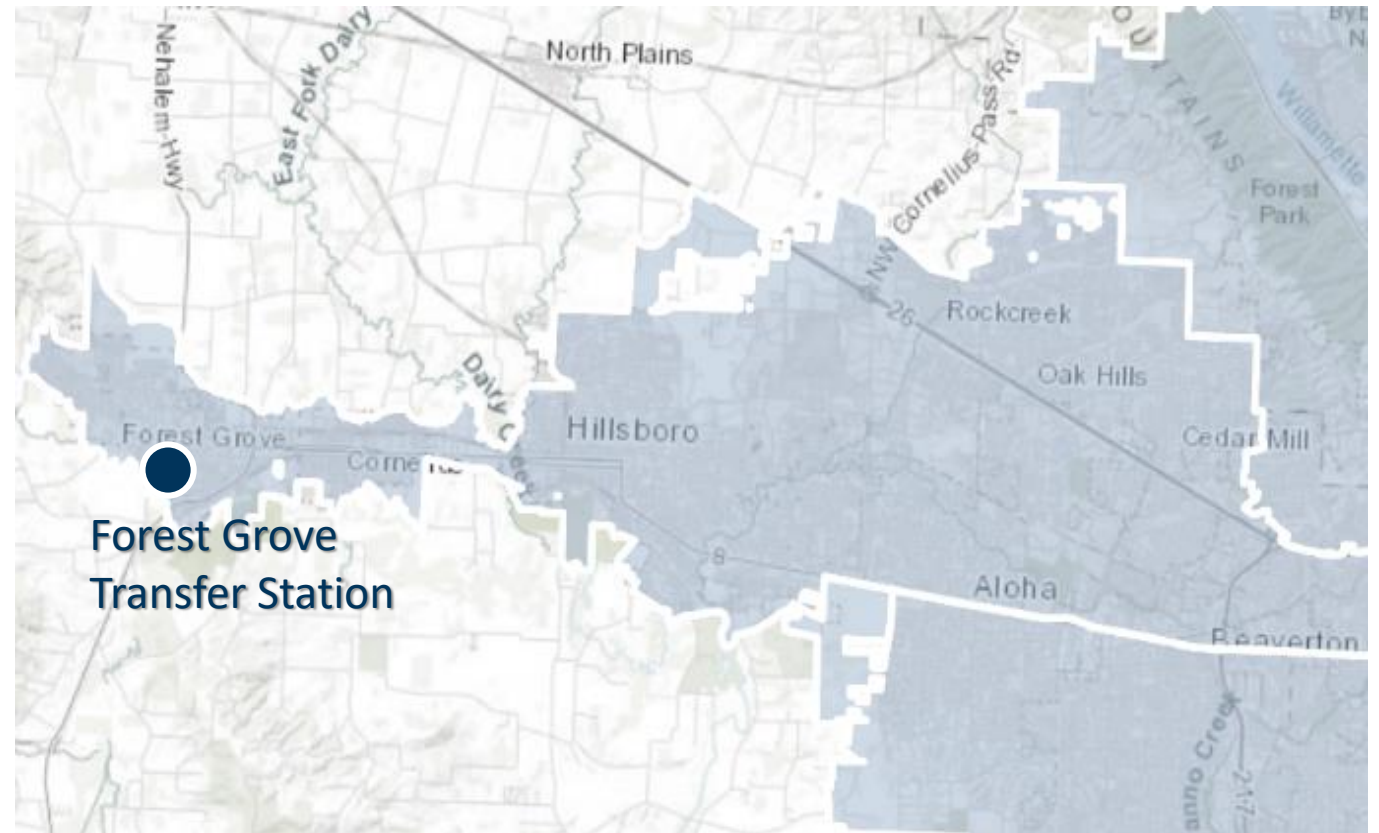
1. Move public self-haul
2. Move commercial services
3. Move both and repurpose MSS

Staff Recommendation: remain flexible, but stay the course and plan to move self haul.

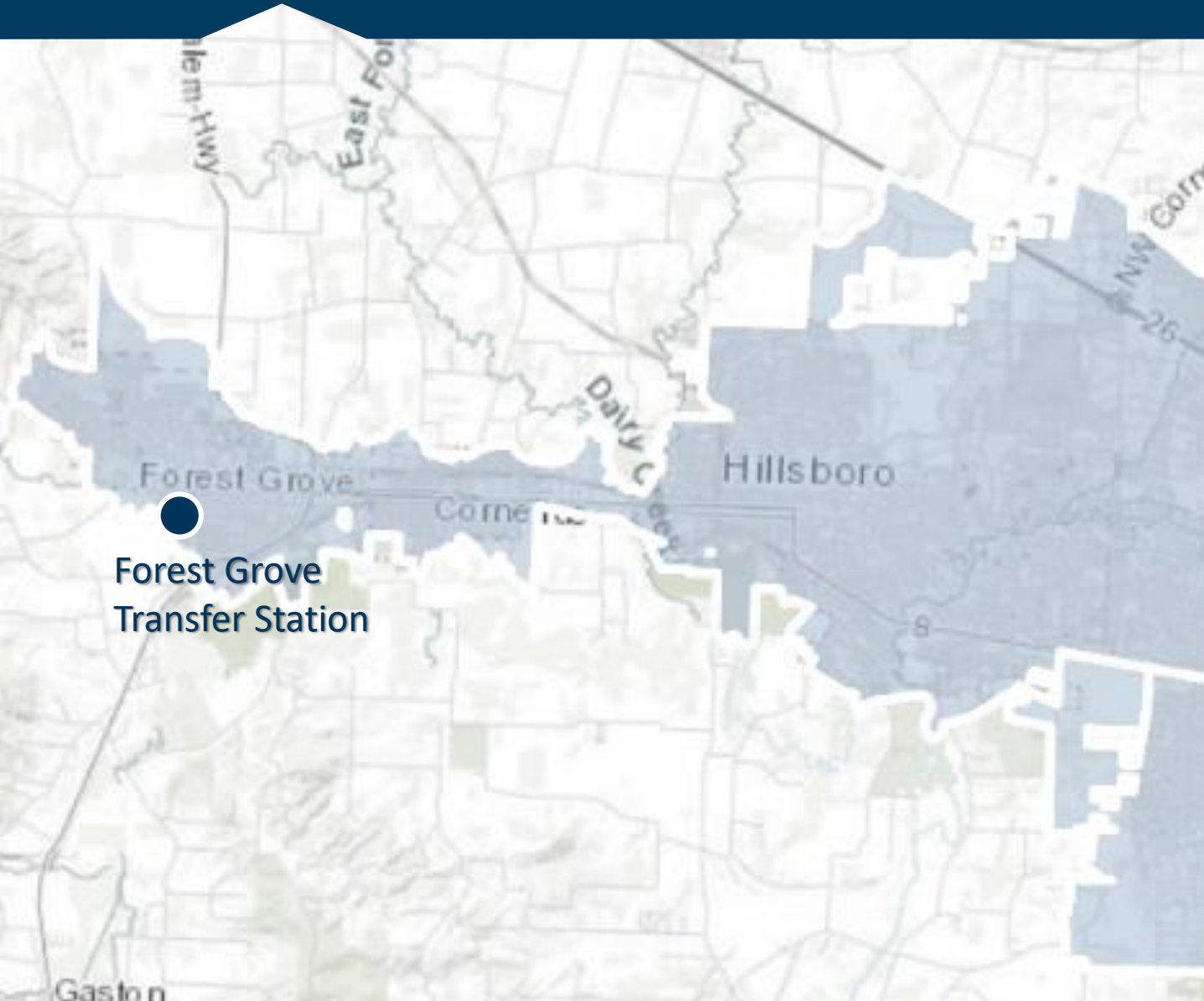
West Metro: Resilience & Access

Current situation:

- No public services on the west side (recycling, HHW, solid waste, etc.)
- All services provided by private sector
- High and inconsistent disposal charges
- Closest landfill, Riverbend, not a disposal option in 2020
- No proximate food reload/processing capacity



West Metro: Resilience & Access



Objectives/Outcomes:

- Establish publicly provided services in west and expand access.
- Improve overall system resiliency.
- Add food collection/processing capacity in west.
- Expand recycling and recovery in west.

West Metro: Resilience & Access



West Metro: Resilience & Access

- Owned by Hillsboro Parks
- 12.5 acres
- Zoned residential
- Partnership potential with WM and Hillsboro

Hillsboro Site



West Metro: Resilience & Access

Scenarios:

1. Site and build two new solid waste service facilities: one in Cornelius and one in Hillsboro.
2. Design and build one new solid waste service facility in Cornelius.
3. Design and build one new solid waste service facility in Hillsboro.

West Metro: Resilience & Access

Scenarios	Opportunities	Challenges
<p><i>Two new west side facilities (Cornelius & Hillsboro)</i></p> <p><i>*Estimated cost \$120-\$200M</i></p>	<ul style="list-style-type: none"> • Locate services based on community needs and growth • Local government support • Possible public-public partnership • Private partnership potential 	<ul style="list-style-type: none"> • Most expensive option • Higher investment for staffing/management/operations • Longer planning/construction horizon • Site prioritization/sequence
<p><i>One new west side facility (Cornelius)</i></p> <p><i>*Estimated cost \$60-\$100M</i></p>	<ul style="list-style-type: none"> • Shovel ready • Located in industrial park area • Fast track for permitting, design and construction • Local government support • Supports future growth 	<ul style="list-style-type: none"> • Located farther out in the region • Modest wetland mitigation required • Future of FGTS unclear
<p><i>One new west side facility (Hillsboro)</i></p> <p><i>*Estimated cost \$60-\$100M</i></p>	<ul style="list-style-type: none"> • Public-Public and/or Public-Private partnership • Connection to trail/park system • Adjacent to existing landfill/MRF • Local government support • Near a dry waste landfill 	<ul style="list-style-type: none"> • Potential for long land use process • Adjacent to residential neighborhoods and near two schools • Potential traffic concerns • Local government's vision for parcel needs further clarification

**Preliminary cost estimates (low confidence)*

West Metro: Resilience & Access

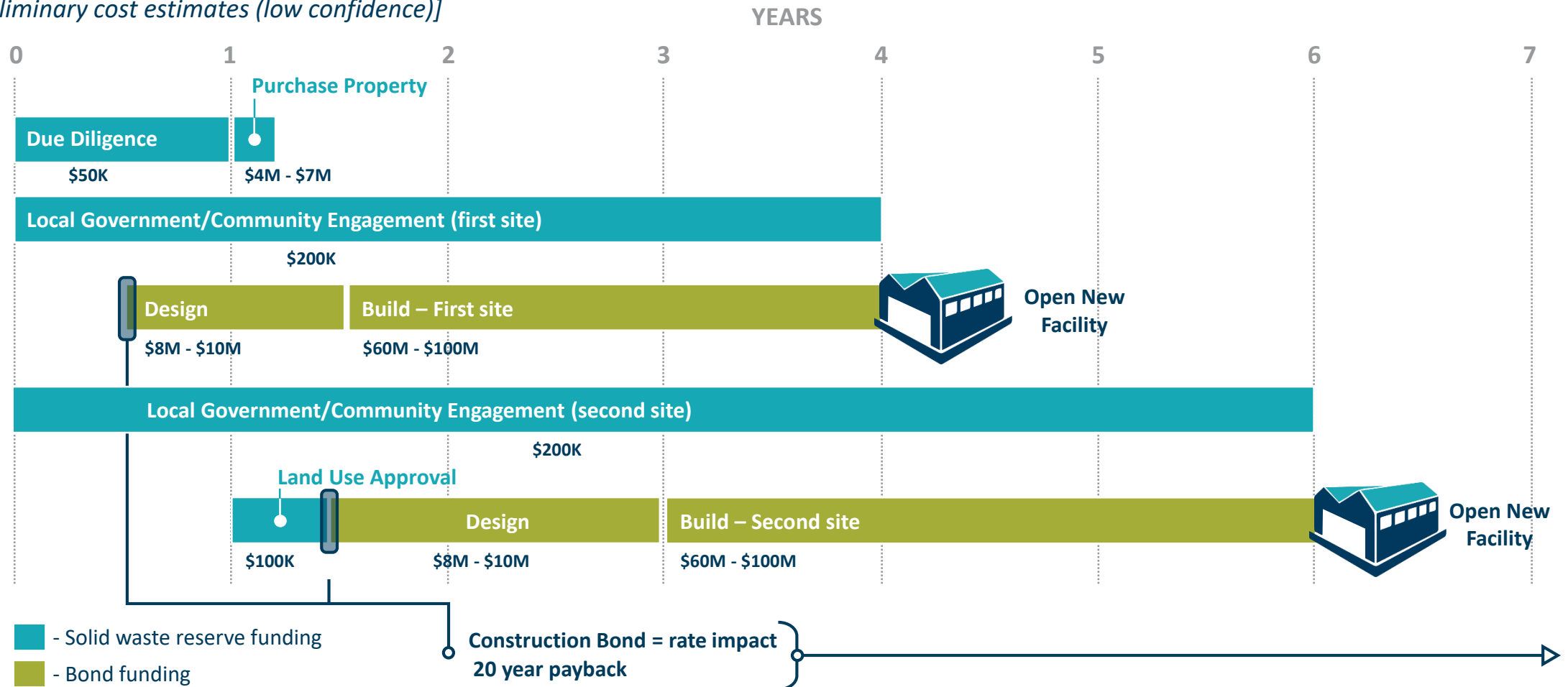
Staff recommended option (Scenario 1):

- **Secure and evaluate both sites.**
 - Cornelius: Conduct due diligence and community engagement over next 12 months.
 - Hillsboro: Evaluate site and pursue land use designation change.
- **Hire an engineering firm to design a flexible facility template that could accommodate a mix of garbage and recycling services, including new community services, at each site.**
- **Work closely with local elected leaders, community groups and other stakeholders to determine the best suite of services and build sequence.**

West Metro: Resilience & Access

Phasing of Staff Recommended Option

[*Preliminary cost estimates (low confidence)]



West Metro: Resilience and Access

Questions

1. Should Metro focus on one or two sites on the west side?
2. If Council prefers one site, which site is preferable?

Scenarios:

1. Two new west side facilities (Cornelius and Hillsboro)
2. One new west side facility in Cornelius.
3. One new west side facility in Hillsboro.

Staff Recommendation: continue with Cornelius due diligence and engagement, further explore Hillsboro opportunity.

NEXT STEPS

1. Finalize and share HDR findings/cost estimates for moving commercial, and rebuilding MSS for self haul only
2. Continue work with local government electeds and staff throughout process (Both).
3. Form a Community Advisory Group(South), and hire CBOs to assist with community involvement(Both).
4. Bring critical decision points to Council (Both).
5. Upcoming Council work sessions: Food Waste (10/29); Rate Transparency (11/19); Recycling Public-Private Partnerships (12/3).